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The Daily Press.

HONGKONG, MAY 27TH, 1908

YESTERDAY we published a paragraph stating that the German Government is giving the Nord Deutscher Lloyd an extra subsidy of £25,000 a year for a monthly service to Australia and Japan. In the same issue we published a telegraphic message from our London correspondent to the effect that the British Government is opposing the employment of Chinese on British ships. Together the two items supply a text for some comments on the supposed insecure condition of the supremacy of Great Britain's mercantile marine. To be doing with British shipping is still a long way ahead of the rest, notwithstanding that comparisons of percentages seem to show it losing ground. The very fact that the British mercantile fleet is so enormous seems to be accountable to some extent for the pessimism prevailing; for there is no competition more fierce than that between British and British. Freight rates have dropped to a comparatively low figure, and are only saved from reaching a point at which they would be unremunerative by methods that have been giving rise to agitations and commissions to consignors becoming alarmed lest their prosperity should be interfered with by artificial inflation of rates. On this latter point, there seems to be a great deal to be said on both sides, and we can do no better than to wait for the report and the verdict of the Shipping Rings Commission. Meanwhile, there can be no doubt that the Government assistance given to foreign shipping puts it into a very

favourable position to compete with the British, which is not even left to work out its own salvation, but is now threatened (on pseudo-patriotic grounds) with interference that will make its working costs heavier and its administration more difficult. The necessary reduction of expenses may have resulted in some cases, as has been alleged, in ships being sent out ill-equipped, undermanned, and badly provisioned, and it no doubt led up to the recent alteration of the load-line, which was objectionable from the point of view of the sailor. There is no equally valid objection to the employment of cheaper labour, especially as white stokers have been so notoriously unsatisfactory. One set of patriots bawls the diminution of the percentage of British carrying trade; another laments the increase in the number of aliens employed. It seems obvious that both cannot have their way, and it must be decided which point of view is the more important. There is also the question whether it is better for British bottoms to maintain their percentage by carrying foreign trade on favourable terms (as is said to be done) or for British trade to grow by favouring the transports that give it the best terms and conditions, irrespective of their nationality. These reflections show how complicated the whole subject is, and how difficult it is to discover what is really required. There is sure to be an outcry from some of our shipping companies against the Government's latest move, and yet that move was undoubtedly inspired by the patriotic aim of the number of foreigners and alien's supplanting British sailors on British ships. Ought Great Britain to subsidise its shipping, as foreign nations are doing? Shareholders will naturally answer one way, and taxpayers another.

At the Magistrate's yesterday Sapper Hoka, of the Royal Engineers, was fined \$10 for assaulting two Chinamen, besides having to pay \$18.5 for damages to their property, and a further fine of \$2 for the second offence.

There appears to be humour in the following paragraph in *The Godown*: "On the 12th May all the princes and dukes as well as officials who are on duty in the palace are ordered to wear official robes, in consequence of which Hongkong Rope shares have gone up."

At the Marine Court yesterday a Chinaman was charged with boarding the s.s. "Fook Sang" without permission. He pleaded that he didn't know he was not allowed on board. Nobody told him to go, but he had a friend coming up from Singapore, and he wanted to meet him. The Hon. Commander Basil Taylor, R.N., however, fined him \$25 or two months hard labour.

Yesterday Captain W. E. Cocker, Deputy Commissioner of the Imperial Maritime Customs, was, on the occasion of his transfer from Hongkong to Foochow, made the recipient of a handsome silver cup subscribed for by members of the outdoor staff as a token of their esteem. Mr. Parr, Commissioner of Customs, made the presentation, and Captain Cocker made a humorous reply.

For the week ending May 23rd, there were 114 plague cases recorded, of which 95 were fatal. At noon on Saturday, therefore, the totals were 384 cases, 323 deaths. In the three days ensuing, there were no less than 43 cases recorded, of which 26 were fatal. At noon yesterday, therefore, the totals stood at 427 cases, and 349 deaths. Among the victims were two Japanese, one Jew, one Portuguese, and one Indian. There were eight cases of smallpox during the week.

Mr. Chamberlain continues to make the most gratifying progress at Cannes. A walk of a mile along the sea-front has now become part of his daily routine, and though he usually leans on the arm of his wife, his increased activity and strength are very noticeable. Mr. Chamberlain also takes longer and more frequent drives, and generally appears to take a keener interest in life. Once again he wears an orchid in his button-hole and affects his monocle. All things considered, he looks marvellously young, and his doctors believe now that he will be able to take an active part in politics when he returns to England.

An official dinner will be given by His Excellency at Government House this Wednesday evening. The following guests have accepted invitations:—Mr. and Mrs. Major Burton, Dr. van de Sande Bakhuizen, Mr. and Mrs. Dealy, Major Evans, R.M.L.I., Mr. and Mrs. Figg, Mr. and Mrs. Fox, Mr. T. Funnell, Major Grace, Mr. W. E. Gibson, Captain Hodges, U.S.S. "Galveston," Monsiour and Madame Marty, Mademoiselle Morel, Captain Marble, U.S.S. "Chittanog," Major Macdonald, R.A.M.C., Lt. Comdr. Noble, H.M.S. "Britomart," Major Nestall, Dr. Noble, Mr. and Mrs. Evan Ormiston, Captain Ryan, H.M.S. "Astraea," The Hon. Mr. H. W. Slade, Major Samboorne-Palmer, Mr. and Mrs. J. R. Smith, Mr. J. B. Wood, Major and Mrs. Watling.

The "Hongkong Maru," while entering the harbour on Monday, collided with one of the steamboats of the Union Water Boat Company. The latter was considerably injured, her funnel being carried away.

At Hunghom, on Monday, a coolie had both his legs taken off through falling in front of the locomotive at work on the reclamation there. His duty was to uncouple the waggon and in jumping from a heap of sand he fell and was run over by the engine.

The typhoon signal was hoisted last night shortly before 10 o'clock, and the native craft was soon under way for the refuge at Causeway Bay. The three vertical green lights indicated that the typhoon was outside the 300 miles' radius. This is the first time the signal has been displayed this year.

The negotiations for a treaty with Tibet were concluded at Calcutta on April 16. Cheng, the Chinese Commissioner, left immediately on his return to China. The Tibetan representatives returned via Darjiling. They are taking back with them machinery for printing and weaving, and implements for repairing clocks and watches with which they hope to start industries in their own country. It is also reported that the Chinese intend to establish waterworks at Lhasa.

Mons. Dufour, a French scientist, has succeeded in making thermometer tubes of pure quartz. Not only are these tubes exceedingly transparent, but their resistance to heat and other advantages make them superior to glass for thermometers intended to measure high temperatures. In such thermometers melted tin takes the place of mercury, and the scale reads from about 463 degrees Fahrenheit up to over 1,000 degrees. It could be run up to 1,800 degrees, for quartz does not soften below that temperature.

In an action for libel against the "Sydney Bulletin," the judge gave a verdict for 40s. for the plaintiff, a Mr. R., and urged that the paper must apologise to Mr. R. for saying that he was "sacked" from the Government Service. Mr. R.'s own account of how he came to leave is, "I was called into a small room and told by some persons that I was to leave the office at once, and not come near it till requested." "That," the "Bulletin" says, in reporting the case, "was in 1899, and he has not been requested to come since. Since this paper doesn't wish, and never did wish, to hurt Mr. R.'s feelings in any way, it expresses regret for the 'sacked,' and substitutes his own account of how he came to leave the public service."

## SUPREME COURT.

Tuesday, 26th May.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE

(SIR F. PIGOTT).

THE HILLSDALE MURDER.

The trial of the three Chinese for the murder of three compatriots near Shatin in December 1903 was resumed.

The informer Chan Yau was recalled and was questioned as to the position of the bodies.

By the afternoon the case for the prosecution was concluded.

Hon. Dr. Ho Kai then indicated what the defence would be and that he would call witnesses to speak as to the movements of the accused at the time in question. He described the case for the prosecution as unsatisfactory and full of improbabilities.

Hearing adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HON. MR. H. H. J. GOMPERTZ.

(ACTING PRINCIPAL JUDGE).

A COMPROMISER'S CLAIM.

Ko A Him claimed from Henrique Cruz the sum of \$899.47 due to him as commission while compromiser to the defendant, who counter-claimed for \$1,000 for salary to the staff paid by H. Cruz in a legal action. Mr. C. F. Dixon, of Messrs Hastings and Hastings, appeared for the plaintiff and Mr. Morrell for the defendant.

Mr. Dixon said the other side admitted two of the items and plaintiff was willing to pay all that he was liable for with regard to the Chinese staff. The counter claim had not been put in until after defendant had been served with the writ, and part of the claim was for alleged shortage in 78 bags of sugar guaranteed by the compromiser.

Evidence was called, and His Honour reserved his decision.

## TRAM FARES.

The position now is that poor Chinese travelling second class over one section only pay exactly the same fare as the first class passenger. Those who get on a tram for the short journey, therefore, may as well get in the first class seats. If our Chinese contemporaries note this, the management will soon have to adopt the more consistent tariff recommended in a recent issue.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *P. E. Friedrich* which left here on Wednesday, the 21st inst., at noon, arrived at Singapore on Sunday, the 24th inst., at 4 p.m.

The C.P.R. str. *Lennox* arrived Yokohama at 6 p.m. on Sunday, the 24th inst., and left again at noon Monday for Kobe, where she is due to arrive at 5 a.m. to-day.

The C.P.R. str. *Glen* arrived Nagasaki at 8.30 a.m. on Tuesday, the 26th inst., and left again at 6 p.m. same day for Kobe, where she is due to arrive at 5 a.m. to-morrow.

## TELEGRAMS.

[DAILY PRESS' EXCLUSIVE SERVICE.]

## LYNESIDE SHIPBUILDERS' DISPUTE.

LONDON, May 26th.

The shipbuilders have accepted the employers' terms.

[REUTERS' SERVICE.]

## RUSSIAN MINISTER TO PEKING.

LONDON, May 24th.

M. Korostovs has been appointed Russian Minister to Peking.

## THE UNITED STATES MAIL SUBSIDIES.

LONDON, May 24th.

The House of Representatives has rejected the report of the Conference on mail subsidies. The speakers threatened an indefinite prolongation of the session rather than yield to the Senate, which had secured the support of the conference to the subsidies.

## PEACE CONFERENCE.

LONDON, May 24th.

M. Takahira, who was the chief speaker at a Peace Conference at Mohawk, New York, defended the action of Japan in Korea and Manchuria, and declared that Japan would live up to her ideals of peace.

## GERMANY.

LONDON, May 24th.

The Leipzig Court of Appeal has quashed the sentence on Herr Harden and ordered a retrial, the appellant having evoked as a new factor the arrest of Prince Eulenberg for perjury, whose testimony induced the first finding.

## THE GERMAN BURGOMASTERS IN ENGLAND.

LONDON, May 24th.

The German Burgomasters have been received by the King at Buckingham Palace. His Majesty speaking in German expressed his pleasure in welcoming them. The Burgomaster of Munich in reply thanked the King and hoped an exchange of visits would strengthen the relations of the two countries.

## SIR ROBERT HART.

The *Times* correspondent wrote from Peking on April 23—

While all the foreign newspapers contain appreciations of Sir Robert Hart the native papers, with one exception, confine themselves simply to recording his departure. There is abundant evidence, however, that the educated Chinese, though undemocratic, do realise the services rendered to China and civilization by Sir Robert Hart, by whose genius a Customs service has been created and developed which compares honourably with any public service in the world, a postal service established throughout this vast Empire whose success is one of the wonders of recent years, the coast of China lighted and harbours buoyed, and by whom treaties have been drawn and peace has been concluded.

A generous expression of gratitude for Sir Robert Hart's great services is found in the *Sh-hien Shan-pao*, one of the most widely-read Chinese newspapers in Peking, whose editor, Uyeno, is a well-known Japanese writer. This journal characterizes the appointment of Sir Robert Hart as "the greatest turning point in economic history," and continues:—"Ever maintaining the highest standard, this foreign statesman has always enjoyed the Chinese confidence and has gained a glorious name through the world and his merit will descend to generations yet unborn. Never has the employment of a foreign statesman been so fruitful of success in a foreign land. Such faith growing deeper and deeper on one side, such generous affection and sustained diligence on the other—these marvellous results may well leave one speechless." The newspaper concludes by expressing the hope, shared by the Throne, that "this loyal servant will return to China," "towards which, though absent, he still is looking in spirit."

## IN THE PULPIT AT 100.

THE KING CONGRATULATES THE OLDEST MINISTER.

The Rev. Thomas Lord, of Hornsea, the oldest minister of the gospel in the United Kingdom, reached his 100th birthday last month, and is still preaching.

The King sent him the following telegram of congratulation through Lord Knollys:—

Buckingham Palace.

I am commanded by the King to congratulate you on the attainment of your hundredth year after a most useful life.

KNOLLYS.

Mr. Lord was born two years after Pitt and Fox died, and was a grown man when George IV. was on the throne.

Mr. Lord was married three times, and achieved the unusual record of celebrating his golden wedding and three years over with his second wife. His first wife died two years after her wedding, and his third only lived for seven years after her marriage.

Here is Mr. Lord's programme for his hundredth birthday:—

8 a.m.—Rise and shaved himself.

A hearty breakfast of cold ham.

Received deputations.

At a chicken for dinner.

Enjoyed a plain tea.

Mr. Lord has no formula for longevity. He was sixty as a youth, far from strong in middle age, and it was only after he reached three scores and ten that his life seemed to be assured.

He is a non-smoker and a teetotaler of seventy years standing.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoise, Laft Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Har Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on May 26th at the Board Room. The Hon. Dr. J. M. Atkinson (President), presided, and there were also present Hon. Mr. Chatham, (Vice-President), Captain Lyons, Mr. A. Sholton Hooper, Mr. H. Humphreys, Lieut. Col. Martin, Mr. H. W. Slade, and the following officials:—Dr. Pearce (Medical Officer of Health), Dr. Macfarlane (Assistant Medical Officer of Health) and Mr. Mel. Mosser (Secretary).

## APPLICATION FOR REMISSION.

An application was received from Mr. E. M. Haselard asking that sections 176 and 188 of the Public Health and Buildings Ordinance might be waived with respect to a house proposed to be erected on inland lot No. 522 R.P. Cause Road.

The Director of Public Works minute—The plan submitted does not convey a very good idea of the proposal. The proposed building will be a four-storied one, 55ft in height. There is a retaining wall in the rear of it ranging from 47 to 55 feet in height, and another retaining wall on the east side of it, a considerable portion of which is 55 feet in height and a block of three storied buildings on the west side of it 49 feet in height. It derives very little benefit from being detached. I don't consider the case merits modification.

On the motion of the PRESIDENT, seconded by the VICE-PRESIDENT, the application was refused.

## WELL WATER.

A report was received from the Government Analyst relative to well and spring off Belcher's Street, Marine Lot No. 239. With regard to the spring he stated that the surface water was contaminating it. The water could be improved by causing any surface water to enter the spring from the bottom. This could be effected at little expense by means of a parapet. The well having been thoroughly cleaned out and repaired was now yielding water which was fit for potable purposes.

The MEDICAL OFFICER OF HEALTH reported:—"I see no way to secure that the water at the spring is kept free from contamination except by covering a sheltered trough into which the water rises and providing a pump. At present the water is contaminated by vegetable matter which falls in and by the dipping up of the water by buckets which are not clean. I don't however think that much danger is to be feared from the use of the water for the manufacture of soy. It would not, however, pass muster as drinking water."

Both Mr. HOOPER and Mr. LAU CHU-PAR minuted that the well should remain open.

The PRESIDENT—No action required.

## PLAGUE AT HOK UN KOK.

DR. MACFARLANE reported that thirteen cases of plague had occurred at a small village named Hok Un Kok between the 7th April and the 20th May. This was a large number in proportion to the number of the inhabitants and to the total for Kowloon so far. The following were the figures for the whole of Kowloon up to date: Hok Un Kok, 13; Hung Hom, 31; Yau-mai and Mongk k. 5 (4 known to be imported); Sham Shui Po and Team Kok Tsui, 25; other villages, 3; total, 69. The villagers of Hok Un Kok were mostly employed in the Cement Works or in Bai's shipbuilding yards and works. They had thus every opportunity of spreading infection to other places and were probably responsible for some of the 21 cases in Hung Hom as Hung Hom itself was clean and had never much plague. Most of the houses were quite unsuitable for occupation and did not lend themselves to proper cleansing and nearly all were illegal under the Ordinance. Last year it was Kowloon city which supplied the early focus of plague. This year it was Hok Un Kok and Sham Shui Po. He did not see how plague was ever to be controlled in Kowloon until something was done to these places. He recommended that certain portions shown on a plan should be closed for human habitation and that steps should be taken to close most of the remainder later on. The walls were only loose stones and the floors of mud and damp; windows practically did not exist and in consequence most of the houses were quite dark inside. Overcrowding probably existed in many of them from their appearance. Except for these villages plague had not started properly in Kowloon yet and there was some ground for thinking that it would not do so even in the regular tenement houses if it was not allowed to thoroughly establish itself in the villages first. Details of the houses were given in the plague report furnished by the officer.

DR. ATKINSON in a minute to the Director of Public Works wrote:—"I have inspected these houses with Dr. Macfarlane and they are undoubtedly not fit for human habitation. The difficulty is to find some house to accommodate the people. Would it be possible to use the match factory at Hunghom for this purpose? If so, please let me have the key so that it can be measured up so as to ascertain how many can be accommodated."

The PRESIDENT said that from 200 to 300 people lived in those hovels, and it was advisable to have them rehoused as soon as possible. There would be plenty of accommodation in the match factory.

Mr. HOOPER—The people are little less than squatters.

The PRESIDENT—The great thing is to get the houses empty. We might leave the decision as to what is to be done with the houses until later.

Mr. HOOPER—How would you divide the families in the match factory?

The PRESIDENT—It belongs to the Government and they would put up partitions, if required.

Mr. HOOPER—You cannot turn out these people until the place is ready for them.

The PRESIDENT—We don't propose to do so. The match factory will accommodate 750

persons on each of the two floors. A caretaker will doubtless be required. If the Board order the place to be closed I think we might leave the arrangements to the Committee.

On the motion of the PRESIDENT, seconded by Mr. HOOPER, it was agreed to close the houses indicated.

## MORTALITY STATISTICS.

The mortality statistics for the week ended May 24th gave the following figures:—The death rate for the foreign community civil population, was 35.6 per 1000 as against 24.6 per 1000 in the corresponding week of last year. The death rate for the whole colony was 30.9 per 1000 as against 21.8 per 1000 in the corresponding week of last year.

## HONGKONG CHAMBER OF COMMERCE.

At the last meeting of the Committee of this body, on the 18th inst., a letter to the Government was read stating the Committee's objection to the proposal of the Government to make leased moorings in the harbour available to vessels other than those of the lessees.

A letter from the Chief Justice was read taking exception to the statement that the memorial to the Chamber was signed by "eight firms" and pointing out that half of the signatories, if not more, were gentlemen practising as individual solicitors. The Committee replied that no useful purpose would be served by continuing the correspondence, and in answer the Chief Justice wrote that he was of a similar opinion and wished that the wisdom of this idea had prevented the issue to the press of the further correspondence with the Government which provoked unjustifiable attacks on the Chief Justice.

The Chamber having been invited by the Government to express an opinion as to whether bogie trucks or short trucks would be best adapted for use on the Kowloon Canton Railway, the Committee expressed the opinion that large bogie trucks would be better.

The reply from the Government was that it had been decided to order both.

Correspondence on the subject of the typhoon refuge was read. A joint letter from the principal shipping firms to the Chamber suggested that part of the cost of the proposed refuge might fall on coopers allied to shipping as well as on shipping and indicating that a temporary increase on light dues would probably be acceptable to shipowners generally, provided it were based on a modified arrangement as regards payment.

The Committee forwarded this letter to the Government, and added that they endorsed it. They thought that 1 cent per ton increase on ocean going vessels suggested by the memorialists as a more equitable arrangement than that proposed by the Government, and pointed out that the 1 cent per ton for river steamers was likely to prove a heavy tax in view of the numerous entries of those boats.

The Japanese yarn lottery was the subject of letters sent from the Chamber of Commerce and those of Liverpool, Manchester, Bradford and Glasgow, asking for their cooperation in protecting this branch of British trade.

The practice of landing goods into godowns by shipowners and the Hongkong-Singapore quarantine regulations formed the subjects of correspondence, as well as the opium question.

The Committee considered a memorandum from H. E. the Governor as to the exportation of tinined lard into the Colony under Government guarantee, and it was agreed to ask for opinions from firms interested.

## SACRILEGE AT MASS.

SACRAMENT REJECTED IN THE POPE'S CHAPEL.

Rome, April 20.

An act of sacrilege unparalleled in the history of the Papacy occurred yesterday in the Vatican under the eyes of the Pope.

Three Jews who had been admitted to the Pope's private Easter Mass knelt at the altar and received the Sacrament from the hands of venerable Pontiff, only to remove it from their mouths immediately afterwards. One of them, a woman, even spat on the floor.

The chapel contained about 300 worshippers, presumably all devout Roman Catholics, inasmuch as admission is only obtained through cardinals, ambassadors, and high Papal court personages.

A shiver of horror passed through the worshippers crowd followed by a commotion on the gospel side of the altar as the three offenders were hurriedly escorted out of the chapel. The Pope, who was greatly affected, then administered the communion to the other worshippers. It was found that the Jews had been admitted on the recommendation of Count Szegedy, Austro-Hungarian Ambassador to the Vatican. Count Szegedy's Agency states that Captain Vaughan, nephew of the late Cardinal Vaughan, was among the first to notice the sacrilege and to rush towards the offenders. The latter are said to be a professor at the University of Vienna, his wife, and another woman.

All of them declare, according to Reuters, that they went to the Mass not knowing that there was to be communion. They expected to kiss the Pope's hand, and when they received the sacrament, not knowing what to do, they removed it from their mouth, but they did not mean any insult or disrespect.

Dr. Guedemann, Chief Rabbi of Austria, delivered at Vienna on April 23rd in the principal synagogue to a crowded congregation an address condemning in severe terms a sacrilege committed at the Pope's Easter Mass by three Viennese Jews. The Chief Rabbi, who spoke in the name of all the rabbis of Austria, declared that the pious souls of all peoples and peoples will share eternal bliss. Jews are consequently bound by their own religion to treat all sacred ceremonies of other religions with profound reverence. The irreverent conduct of members of the Austrian Jewish community during the most sacred act of the Roman Catholic religion performed by the Supreme Head of Roman Catholic Christendom, his Holiness the Pope, must therefore be deeply deplored and most sharply condemned.



## PARIS:

(FROM OUR CORRESPONDENT.)

April 24th.

Not for many years have Parisians spent a more miserable Easter; though Paris is supposed to be the most fascinating place in the world at Easter time, it certainly was a place to be avoided this year, in consequence of the weather which was the cause of spoiling everything and making everybody absolutely wretched. The "Gay City" for once had lost its proverbial reputation for gaiety; not only was it intensely cold but the capital was visited by terrific hailstorms and heavy falls of snow which rendered outdoor enjoyment a matter of impossibility. The sun shone for a few minutes, then gave place to more hail, rain and snow; fortunately, the latter melted as it fell. The streets were impassable in many places owing to slush and mud. The thousands of visitors who flock to Paris every year at Easter time felt considerably disappointed, for instead of enjoying lovely walks in the suburbs and around the city, they were forced to remain indoors, sitting by the fire, reading newspapers and books, and occasionally looking up at the heavy and overcast sky which offered no promise of a break in any shape or form.

In spite of the mixed weather, a few thousand Parisians left for the country and sea-side on a visit to relatives and friends. The weather played havoc with trades people and railway companies; the latter had made preparations for the usual Easter crowds of between 600,000 and 700,000. The inclement weather kept most people at home, and trains went away half empty. Restaurant and hotel proprietors suffered heavily too; excursionists were few and far between. The only ones to feel joyful were the managers of theatres and music-halls, all of whom did remarkably well. People who, "la veille de Pâques," or on Saturday were misguided enough to go out without their overcoats had reason to regret their imprudence. "Good Friday" was a lovely spring day, and "La Ville Lumière" certainly looked most beautiful, though *Vendredi Saint* is both a sad and solemn day in the French capital, and most people are either at home or in church. Open oaks looked most conspicuous, while the imperial and platform of houses and frames were deserted. Cabmen with long faces were glad to wear their furs, gloves and heavy rugs, while their faces and noses were purple and blue with the cold. Considering that, Easter-Sunday is one of the most important outdoor fêtes in France, one can readily understand how everyone felt bitterly disappointed at the unexpected change in the weather.

Good Friday in this capital is distinguished by two things: it is the only holiday in the year allowed to butchers, while it is the date of the annual English and American invasions. Though this city is never without thousands of subjects of King Edward and the British Colony here is indeed a great credit to the mother-country and her magnificent Colonies—Easter is par excellence the time of the year when Anglo-Saxons take Paris by storm. It has been more and more the case every year for some time past; had the weather been fine there is no doubt that this year would have established a new high-water mark. British visitors look as much at home in Paris as they do in their country; they love to roam about in a free and easy manner, ride on the top of 'buses and tramways, enjoy the sights, invade restaurants and places of amusement. To-day Parisians no longer grumble at the ways of the compatriots of Shakespeare; on the contrary, they gladly pay for the privilege of being on good terms with England, for all the blessings of the *Enfante Cordiale*.

Red white and blue coloured eggs were as usual to be encountered everywhere, and these to a certain extent take the place of hot-cross buns which are, as yet, unknown in Paris. Citizens consume enormous quantities of hard-boiled eggs at Easter. It is the custom to show one's self very liberal in the way of presents; practically everything in the way of a present or *cadeau* at this season takes the shape of an egg as a matter of course. Great quantities of lovely flowers—for which the French capital is noted—are also exchanged at *Pâques*. Never were flowers more in abundance or cheaper. Easter eggs have become a noun of multitude; though many continue to be made in plain sugar and chocolate, the latter are becoming more and more popular, owing to the growing desire to be presented with something truly useful. This explains why so many *Oufs de Pâques* this year contained in addition to a few sweetmeats, attractive trinkets, bracelets, brooches, gold and silver watches with chains, well-filled purses, while not a few contained charming silk dresses and gloves, shoes, and artistically worked slippers. Many eggs also contained endless toys; customers can either fill the eggs themselves, or bring their presents to the shops, requesting the shopkeepers to do the rest. This is most usually done, especially as the shopkeepers undertake the dispatching of these Easter egg-presents by post, or their safe delivery, free of charge, by their own vans.

The principal churches were again filled with visitors who thoroughly enjoyed the music and singing. Models in wax of the Christened Saviour, and the Virgin Mary, together with impressive scenes of the Crucifixion, and the Resurrection were much in evidence in leading places of worship. The scenes are most admirably reproduced, and quite in accordance with what we read in the Bible.

The repression of crime in this country is the difficult problem which the Government has been called upon to solve without further delay. Just think that since the beginning of the year no fewer than one hundred atrocious murders have been committed in Paris alone. This number is officially confirmed. What can the authorities do to rid the capital of apaches

or hoodlums which are proving as great a terror to citizens as ever? The Prefect of Police is unable to solve the mystery, which is a very regrettable fact, so far as public safety is concerned. One form of punishment has not yet been tried, though repeatedly recommended by several eminent persons, notably Dr. Leconte, professor of legal medicine of Lyons, and that is the cat-o-nine-tail. Considering what a salutary effect this form of punishment has had, and continues to have, over in Great Britain on ruffians of the worst type, there is no reason, why the same results should not follow in France. The time has come, when mercy must no longer be shown to the Paris hoodlums, and since no other kind of punishment has proved effective, by all means apply the "cat." The authorities are much to blame for having hitherto been so lenient with the apaches, and for treating them so well when undergoing sentence. As a rule, prisoners in France are too well-fed and cared for, which accounts for their proverbial love for prison-life. The best of everything is given to French prisoners in the way of food and drink. Why should this be allowed, when so many thousands of honest people are starving? French prisoners as in other countries should be made to work for their living, and be made to distinguish between liberty and incarceration. The present system deserves to be condemned; not until France treats her felons as other countries do, will she be able to have the upper hand over them.

L'Exposition Théâtrale, which President Fallières was accompanied by his good lady and daughter inaugurated a few days ago, is one of the most original, interesting, and curious exhibitions ever held in Paris, at the Museum of Decorative Arts. M. Lépine, Prefect of Police, and such well-known actresses as Mmes. Réjane, Odile Sorel, and Second-Webster were among the prominent invitees who accompanied the President and party through the galleries. The Opéra, the Opéra-Comique, and the Comédie Française have furnished their most precious souvenirs, while reputed collectors of theatrical art also loaned the riches of their collections in order to enhance the value of this successful Exhibition. The latter contains an assembly of bibelots, bas-reliefs, pictures, costumes, fans of many styles, once the property of famous actresses, and a thousand and one familiar objects formerly the possessions of distinguished comedians of both sexes, as well as of celebrated authors, all of which constitute a unique collection illustrating the history of the French stage during the past 400 years. A magnificent assemblage of *lorgnettes* or opera-glasses evoked the admiration of Mmes. and Mlle. Fallières, equally so, the articulated dolls and marionettes of Fœrnis. President Fallières displayed great interest in the ancient costumes of the Comédie Française, in the turbans which served for the first representation of "Bajazet," the faulx or arm chair in which Molière died, while watching the "Malade Imaginaire" on the 17th February 1673. The numerous portraits of celebrated actors and actresses by far famed painters, which adorn the walls, are no less interesting relics of the past. France has every reason to feel proud of such theatrical art-treasures, which are not to be seen every day. Seldom, if ever, has so rich a collection of gems been assembled together, as that now on view at L'Exposition Théâtrale.

## CIRCULAR TO SHIPMASTERS.

Beginning with the month of July, 1908, it is the intention of the U. S. Weather Bureau to issue each month meteorological charts of the North Atlantic Ocean and North Pacific Ocean, and to distribute these charts free of cost to all cooperating shipmasters.

It has at the present time 1200 observers, hailing from every port and every flag of every nation, and by a systematic collection on a daily synoptic chart of the meteorological data received from these vessels it is enabled to show the meteorological condition prevailing over the oceans at Greenwich mean noon of each successive day.

Aside from its scientific value to the students of meteorology, it is the purpose of this tabulation to furnish the navigators with a statement of the average force and direction of the prevailing winds for all coast stations and for each 5 degrees square of latitude and longitude, the average pressure and temperature and the percentage of gales, calms, and fog, the percentage of fog being for each 1 deg. square of latitude and longitude.

The normal pressure and temperature curves will be drawn on the face of the chart, it is by a careful study of these data that the practical navigator may be enabled to more economically and safely shape his course; it is from this chart also that he can obtain information of the character and progress of ocean storms, and of the regions of the ocean in which they are most liable to occur.

The scope of these charts is at present confined to the North Atlantic and the North Pacific oceans; but it is hoped that an increased interest in the work on the part of vessel masters, may in the course of another year enable the Bureau to issue charts for the southern oceans.

The meteorological charts will be mailed direct from the Central Office in Washington, D. C., to all co-operating observers and the captain of each ship, and a number will be sent to each foreign consulate and the branch Weather Bureau stations named in Form 1201-Marine; those for the North Pacific will be mailed about the 1st and those for the North Atlantic about the 5th of the preceding month.

The U. S. Weather Bureau also maintains for the use of shipmasters and others, eight telegraphic stations on the Atlantic and Pacific coasts, viz: Block Island, R. I., Cape Henry, Va.; Jupiter and Sand Key, Fla.; Southeast Farallon and Point Reyes, Cal.; North Head and Tatoosh Island, Wash. These stations are equipped for signalling by the International Code and prepared to transmit by telegraph, messages of passing vessels. Sand Key, in addition, is prepared to transmit and receive messages to and from passing vessels at night by flashlight signals (Morse Code). During the last fiscal year 27,376 vessels were reported to the agents and owners.

A circular in these terms, signed by William L. Moore, Chief U. S. Weather Bureau, and forwarded by Mr. Consul Wilder, reached us yesterday.

## "CRIMINAL CONVERSATION."

HONGKONG CASE DISCUSSED.

The Straits Times of May 16th says:—

A recent issue of the *Hongkong Weekly Press* contains a report of an action in the Supreme Court of the Sister Colony reviving a question which some time ago occupied the attention of our own Courts at considerable length. It would seem that the wife of an unfortunate master mariner in Hongkong misconducted herself with a man whom she met in that Colony. Fortunately for the injured husband, he was a Scotsman, and presumably he had not legally relinquished his Scottish domicile, and the Scottish Courts retained jurisdiction over his marital affairs. At all events, proceedings for divorce were instituted in Scotland, and on the strength of evidence taken on commission in Hongkong a decree for divorce was pronounced, but the man with whom the lady had misbehaved herself was not subject to the jurisdiction of the Scottish tribunal. Having procured his divorce, the husband commenced an action in Hongkong for "criminal conversation" against the man. Now, this is an ancient form of action for damages in money which was formerly in vogue in England as a remedy for injured husbands, but which has been put to rest by the Divorce Act, the more direct and getting the just measure of compensation against him having been adopted. The principle upon which it is founded is thus stated:—

"Against an adulterer the husband had an action at common law, commonly known as an action of criminal conversation. In form, it was generally trespass *vi et armis*, on the theory that a wife is not as regards her husband, a free agent or separate person, and therefore her consent was immaterial, and the husband might sue the adulterer as he might have sued any other trespasser who beat, imprisoned or carried away his wife against her will. Actions for criminal conversation were abolished in England on the establishment of the Divorce Court in 1857, but damages can be claimed on the same principles in proceedings for a dissolution of marriage or judicial separation."

The fiction of the wife not being a free agent or a separate person causes a smile in these days. But legal history is full of fictions whereby lawyers, to their credit, managed to dodge the harshness and inflexibility of the Common Law, or to supply the deficiencies of an incompetent or remote legislature and thus secure for a man some sort of a remedy for a wrong done to him. It was argued successfully in Singapore that the Divorce Acts do not apply to the Colony, and the ancient form of action will survive, and that although a husband cannot obtain a divorce in the Straits Settlements he is able to sue the destroyer of his domestic peace in damages, if the latter can pay. And this is the question upon which the Chief Justice of Hongkong has just delivered a learned and considered judgment, holding with obvious reluctance that the action of criminal conversation has been put to rest in Hongkong by the operation of some local Ordinances, which, of course, do not apply to the Straits. But he stigmatised the result of his decision as an injustice, and expressed a hope that the decision will be dealt with by the Hongkong Legislature and the old form of action revived. The more obvious way, however, would clearly appear to be the conferring of divorce jurisdiction in Hongkong, so that the question of misconduct and the question of damages could be dealt with in one action at one time and by the tribunal on the spot. The report of the case brings some interesting facts to light for it appears that the plaintiff claims special damages to the cost of and incident to the divorce proceedings in Scotland, and that these amount to a sum of \$5,155.40, which seems at first blush a huge figure for a presumably undefended divorce action. It must be borne in mind, however, that a commission to Hongkong from a Scottish Court would cost a great deal of money, and that probably this accounts for the inflated figure at which the costs are assessed.

We imagine that everyone will share the regret of Sir Francis Piggott over the decision at which he felt himself constrained to arrive, and that everyone will agree that the proceedings throw into strong relief a very glaring injustice, for it appears monstrous that in the present year of grace an injured husband should be compelled to go to England or Scotland for relief. It means an absolute denial of justice in many cases, and it means selling justice in many more; and although the Hongkong plaintiff seems to be a man of some substance, yet it is clearly an injustice to saddle a master mariner with a sum of \$15,000 as the price of his freedom from a wife who has betrayed him. And there is the further point that there may in some cases be absolutely no remedy at all either for husband or wife. In the case of a couple of local origin and domicile who are married on either Home Coast, have, we understand, no jurisdiction at all, and there is no escape for either party, be the misconduct never so gross or glaring or the cruelty never so brutal. As an abstract question, it may be argued that it is better in the long run that this should be the case in the British Colonies than in the Anglo-Saxon race, in common with most other races, has decided very emphatically against the doctrine of *ultra vires* argument, and the tendency of the world over is rather to increase than to diminish the jurisdiction of civilised tribunals in matters matrimonial, and in respect of offences arising out of the somewhat peculiar and anomalous position which the monogamous marriage brings about. We maintain, therefore, that it is a scandal that the Supreme Court of the most important Crown Colony of the Empire should remain so powerless to redress wrongs suffered by the subject in respect of his or her matrimonial relations. No explanation is or has been advanced; Divorce jurisdiction exists in India (where, by the way, adultery is a crime punishable under the Penal Code), and we understand, in Ceylon; and why, it may be asked, should the Courts of Singapore lack in this one particular the power and authority of the Courts of Calcutta? We have dealt with this anomalous state in legal scandal at the present juncture because it appears to us that just now the reformer who would make itself heard in the Legislative Council. The new legal reform which we would compass, and we hope will signalise his recession by making some effort to bring it about. There is no need, we imagine, for a long, cumbersome unwieldy Ordinance of many hundred sections, for a simple declaratory measure, conferring upon local tribunals the divorce jurisdiction of the Courts in England under the Divorce Acts, would be all that is necessary. We hope, therefore, that something may now be done to bring the Colony into line with civilisation in this particular, and to put an end to a state of things which constitutes a scandal of a peculiarly discreditable nature.

## DEPRESSION IN THE SHIP-BUILDING INDUSTRY.

When in *The Times* (Financial and Commercial Supplement) of January 17 last shipbuilding of 1907 was reviewed, we remarked that it was doubtful if shipbuilders had ever, annually, had a worse year, and it was tolerably certain they had never begun a year with less hope and promise than 1908. The results of the first quarter of the shipbuilding year confirm our forecasts. The silver lining to the dark cloud has not yet presented itself to the eye. It would need a great reduction in costs and a considerable brightening in freight markets, we said, to stimulate a renewal of the demand for cargo steamers, on the building of which the majority of the yards depend. There has been no brightening at all in the freight markets, but there has been a considerable reduction in the costs of construction, retarded though such has been by the labour crisis in the yards on the North-East Coast. A year ago steel ship-plates were 27 1/2s. 6d. per ton, and in May they were advanced to 27 1/2s. 6d. They are now only 26 1/2s. per ton, and shipbuilders are said to be willing to accept contracts at a considerably lower basis than this in the expectation that steel will still come lower. As to the recent financial crisis which began in America in October and was followed by a depression of trade and relaxation of industry all over the world, the output of the March quarter must be said to have been even worse than was expected. That is to say, a general decline of activity in all the shipbuilding centres was anticipated, but three months ago one did not look for the production of the yards to be so low. During the longed-for strikes that have paralysed the productive powers of the yards on the north-east coast, the yards and the Tees have done practically nothing in the way of construction, the few launches being merely the completion for the water, by apprentices and non-strikers, of vessels that were nearly ready to leave the stocks before the strikes began. And these vessels were few in number. The Wear does not come entirely within the area of the strike because on that river there are joint conciliation boards to which local disputes are referred. But during the last quarter only seven vessels of 13,394 tons were launched from the Wear shipyards, as compared with 21 vessels of 72,330 tons in the corresponding quarter.

## CONDITIONS IN SCOTLAND.

In Scotland there has been more activity than in any other part of the kingdom, and, yet, even in Scotland, the quarter has been one of the poorest in the history of the industry. It is a remarkable fact that in January not a single merchant steamer was launched on the Clyde. The total tonnage launched in that month was only 1,569 tons, and this was made up of a steam yacht, a tug or two, and a few barges. February saw 26,087 tons put into the water, but March had only 22,028 tons, as compared with 43,943 tons in March, 1907. The total output of the Clyde in the quarter ending March 31 was only 69,084 tons, or just about a month's output in active times. This total compares with 121,352 tons in the corresponding quarter of 1907 and with 128, in the corresponding quarter of 1906. How have the mighty fallen! So low a March quarter output has not been seen on the Clyde since 1899, when the low-water mark of 52,897 tons was reached. Then, if we turn to the smaller producing districts of Scotland, we find the Forth marking 4,480 tons, the Tay 9,873 tons, and the Dee 1,533 tons for the quarter—much of the product of these rivers being fishery craft. Thus in all Scotland only 76,070 tons of new shipping were produced in the quarter, and it is significant of the character of the work done that this tonnage was contained in 100 vessels, the same number as was contained in the corresponding period last year, though in the corresponding period last year the tonnage was 130,400 tons. While it is true the Clydeside has not been free from strikes in the shipbuilding trade this year, these strikes have not been of a wholesale or prolonged character. They interrupted work while they lasted, of course, but it cannot be said that they reduced the quarter's output in so far as that output is measured by the tonnage put into the water. And the Scotch strikes were all settled several weeks ago. The comparative smallness of the Clyde production has shown the sagacity of the Clyde workers in accepting the reduction of wages offered them, and so remaining at work while other shipyard workers were idle. It was hopeless to attempt to prop up wages when the work passing out of hand was only half that of a year ago and little or no new work was coming in. Yet it is said that since the paralysis of the industry on the North-East Coast by the strikes of the wood workers and engineers there, a number of contracts for cargo steamers have been diverted to the Clyde that were intended for Tyne and Wear builders. It is not probable that in the present state of shipping such diversion of contracts have been numerous, but at a time when there is not enough work to go round it is important to note that the districts on strike are losing what little portion of new work they might have obtained.

## AN UNPROMISING OUTLOOK.

According to Lloyd's Register returns, the launches during the quarter in the United Kingdom were 110 steamers of 168,936 tons, and 18 sailers of 2,592 tons—in all, 128 vessels of 171,528 tons—a long way behind recent previous years. Excluding Scotland, which figures are given above, this means only 95,448 tons for the rest of the United Kingdom, including the big steamers of the Belfast yards. This is a sorry record—about the worst that has been presented for many years. It may be encouraging for owners of merchant ships, who cannot find remunerative employment for them and are laying some of them up in the Tyne and Clyde and other ports. But it goes a long way to explain the depression in the iron and steel industries and to account for the growing army of the unemployed throughout the country.

Unfortunately, the current quarter promises even worse results. Broadly speaking, there is half as much work of shipping less under construction in the United Kingdom than there was at this time last year. Lloyd's figures show a decrease of 458,586 tons, but Lloyd's figures do not include vessels of less than 100 tons, and they do not include vessels not actually laid down although in the hands of the draughtsmen; but they do include vessels which have been already counted among the launches. For Lloyd's considers vessels as "under construction" until they are actually handed over to their owners less of constructive work than was on hand 3 years ago. Even at the valuation of ordinary cargo boats this represents a sum of £3,600,000, but it really represents a much larger sum withdrawn from productive industry. Lloyd's gives the merchant tonnage under construction on March 31 last as 847,501 tons against 1,306,037 tons on the same date last year. It has dropped 458,536 tons in the very quarter in which two or three previous years shipbuilders' contracts were most extensively replenished. Instead of the state of the early months of 1905 and 1906 there is this year a dearth. No such drop has occurred for 20 years. These figures relate to merchant ships only; of warships there are 173,103 tons under construction at private yards

## "BOAR'S HEAD" BRAND GUINNESS' STOUT

## CONNOISSEURS' CHOICE.

COMPARISON WOULD PROVE THAT "BOAR'S HEAD" BRAND IS SUPERIOR TO OTHERS IN HAVING MORE LIFE AND BODY, GREATER STRENGTH AND BETTER FLAVOUR.

IN ASKING FOR GUINNESS' STOUT SEE THAT YOU GET THE "BOAR'S HEAD" BRAND.

PER 4 DOZEN QUARTS	...	...	...	\$19.00
1 " QUARTS	...	...	...	5.00
8 " PINTS	...	...	...	24.00
1 " PINTS	...	...	...	3.00
100 SPLIT BOTTLES	...	...	...	17.00
1 DOZEN SPLIT BOTTLES	...	...	...	2.25

SOLE AGENTS:

H. PRICE &amp; CO., LTD.

TELEPHONE No. 135.

WINE, SPIRIT & CIGAR MERCHANTS,  
12, QUEEN'S ROAD-CENTRAL,  
[35]

Hongkong, 23rd May, 1908.

and 108,830 tons in Government dockyards. These represent industrial work no doubt, and some more work of the kind may be booked during the year for the Russian and Spanish navies as well as for our own Admiralty. But even in warship building there is reduced activity this year, and warship building only appeals to about a dozen of our specially equipped private yards, whereas there are some scores of other yards solely depending on merchant craft. In the North of England there are some yards which build nothing else than cargo tramps. If there is no renewal of demand for new ships before the end of June we need not expect to see any before the autumn, for July and August are usually dead months in the contract business. That there will be any renewal of demand in the autumn may well be doubted in view of the number of steamers already laid up, or on the way home to be laid up. These are unprofitable times for the tramp, and though shipbuilders are by no means idle, and are ready to cut very low and to concede generous terms in order to secure contracts to keep their yards open, it is not very easy to finance shipping property just now. This, at any rate, is not a time when men of straw can rush into shipbuilding as they sometimes do, and if there is a prolonged pause in shipbuilding it will be for the ultimate good of legitimate ship-owning. But such a pause means an unhappy industrial experience for probably the whole of this year.

## BRITAIN'S EASTER BLIZZARD.

A London paper says:—Snowstorms, hailstorms, frost, and even thunder and lightning combined to make yesterday one of the worst April days ever experienced in this country. An expert estimate places the range of the blizzard at 250,000 square miles, including Great Britain and the meteorological district to the north of our islands.

Remarkable variations of temperature were recorded in different countries. In Iceland the blizzard has been so severe that the snow is lying to the depth of several feet. The temperature in the United Kingdom ranged from 29deg. below freezing point, at Stornoway, to 45deg. at Dover. There was a decided rise in France, 59 degs. being registered at Biarritz. On the other hand, Italy is feeling the effects of a severe cold wave, and heavy falls of snow were experienced at many places.

The following are the official figures:—

The following		Degs.	Degs.
Iceland	29	Belfast	37
Stornoway	29	Holyhead	37
Shetlands	31	Dover	45
Malin Head	33	Brest	45
Aberdeen	34	Lisbon	53
Yarmouth	36	Paris	54
London	38	Biarritz	59
Heavy falls of snow occurred over nearly the kingdom; and the following depths were reported last night:—			
	ins.		ins.
Edinburgh	6	Berwickshire	21
Hertfordshire	6	Cambridgeshire	2
Alcester	3	Cheshire	1
North Wales	3		

Late at night the storm increased in violence in the north, and threatened to equal the worst records of midwinter.

During the morning it never ceased raining in London, and during the evening and night it never ceased snowing. A inch of mud covered the streets, and wayfarers were splashed from head to heel.

So severe was the storm at Newmarket that racing had to be abandoned after the 3.30 race. The most important event of the day—the Babraham Plate—was run in a snowstorm, and no incident of the race could be seen until the horses were near the winning post.

If it is possible to-day the abandoned events will be included in the programme, and a start will be made at noon, but at a late hour last night snow was still falling, and it was considered very improbable that the meeting would be continued.

Racing on the flat has been postponed before on account of fog and frost, but never in the month of April. Severe weather has, however, been experienced later in the season. Hermit's sensational Derby in 1907 was run in a snowstorm, and St. Amant won four years ago in a thunderstorm.

Agriculture is being greatly retarded by the weather, and fears are expressed that the fruit crop may be ruined. Numbers of men have been thrown out of work, and farmers have lost hundreds of lambs.

## DESERTED SHIPYARD.

Two new torpedo-boat destroyers, the third and fourth boats ordered from Messrs. Yarrow and Co. by the Greek Government, steamed down the Thames last month. These are the last of the fighting ships to be built by Messrs. Yarrow on the Thames.

The only work now proceeding at the Poplar works is the packing up of the last fragments of machinery for removal to Yarrow's new yard at Scotstoun, on the Clyde. Twelve months ago Yarrow employed 1,200 hands at Poplar and paid last £22,000 a week in wages. "It is a serious situation for the Isle of Dogs," said a relieving officer.

Mr. Yarrow, who was on the point of departure for Glasgow, expressed his regret at being compelled to leave the Thames. "But what else can we do?" he asked. "After forty years' work on the Thames we and it will not pay us to remain here any longer. The cost of production is fully 124 per cent. lower on the Clyde than on the Thames. Wages are lower, rates are lower, and the cost of carriage is less. All the materials are to hand, and above and beyond all that the northern works harder than the southern. I am not referring only to the artisans. This applies to the heads of departments as well."

## NOW ON HAND

## A SPLENDID STOCK

BANJOS  
VIOLINS  
MANDOLINES

## A LARGE SELECTION OF

## FLUTES

## FIFES

## PICCOLOS

AND

BRASS  
INSTRUMENTS

## OF ALL KINDS.

ROBINSON  
PIANO CO., LD.

Hongkong, 22nd May, 1908.

## THE BLUE RIBBON OF THE PEIHO.

For many years, writes the Tientsin correspondent of the *Daily Graphic* keen rivalry has existed between the various steamers trading in the North China seas as to which should be the first of the season to moor alongside the Bund at Tientsin. The feat has a little risk attached to it, owing to the necessity of charging thick ice for the few miles between Taku Bar and Tientsin port. For the past three or four years it has been accomplished by the Tientsin, of Hamburg America Line, the British companies preferring to leave the honour to others rather than risk a week in dry dock in a leaking condition.

This year the Tientsin arrived at Taku Bar from Shanghai on the 2nd of March. Predictions gave the 6th of March as the date when the ice would be thin enough to allow of a vessel cutting through, but evidently the captain of the German steamer thought he could hurry things on. He entered the river at once, and began slowly to charge his way up to Tientsin a distance of about thirty miles.

The Shengkung, belonging to the China Navigation Company, arrived at Taku Bar on the 5th, fully sixty hours after the Tientsin, and followed slowly in the German's wake. The news was gradually working her way up, and bats were laid at 100 to 10 on her being the first up. In fact, no cocksure were the German community that arrangements were made for their Consul and a military band to await the Tientsin on her arrival at the Bund.

When the Shengkung reached the mouth of the river all lights in the saloon and cabin were put out, and a sharp look-out was kept for the rival, which was not far ahead according to the indications of the broken ice. During the night the Tientsin was sighted, moored close to the bank, and from the sounds of revelry and the number of lights it was guessed that those on board were celebrating in anticipation their triumphal entry on the morrow. The Shengkung was, however, sighted from the German steamer when she was about two hundred yards behind, and at once a signal was made that if the Britisher came on there would be a collision, as the channel was impassable. The Tientsin, however, did not work on the British captain. The Tientsin was evidently close enough to the bank to allow the Shengkung to pass, and she did so, quite cautiously, and much to the chagrin of the Germans.

Once ahead the Shengkung had to cut the ice, and being by her build better adapted for that purpose than the Tientsin it was an easy matter for her to keep the lead. The Tientsin immediately started in pursuit, and had the benefit of a clear channel and no ice to break; but she had been caught "napping" and had to pay the penalty.

Closes to Tientsin the Britisher ran aground and the German saw a chance of regaining her lost lead, but, when abreast of the Shengkung, she also ran aground, and though both steamers eventually got off again the British steamer reached the Bund at half-past four in the morning, about half an hour before the Tientsin.

The humorous point in the incident is that the German steamer, making sure of her victory, had when she was passing, tied up for the night in order that her night-arrival at Tientsin at an hour when she could obtain the full enjoyment of the welcome that awaited her. Speeches had been prepared and champagne applied for the occasion; and the opportunity was also to have been taken to open a new wharf on the Bund; but, perhaps, the greatest waste of all was a congratulatory telegram which had been prepared for transmission to the Kaiser.

There used to be a pool for the benefit of the captain of the first steamer to reach the Bund, but this custom has been dropped. However, the first ship up generally takes away a full and valuable cargo, and no doubt the first hundred dollars presented to the captain by the Customs officials will be quite needless to remind him of the year when he stole a march on the German.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager. Advertisements and subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PANG, C. S. O., 5th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND PECHOW.

THE Company's Steamship

"HAIKUN."

Captain Evans, will be despatched for the above Ports on FRIDAY, the 29th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPEL & Co., General Managers. Hongkong, 27th May, 1908. 892

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"OCEANO."

will be despatched for the above Port on or about THURSDAY, the 25th June.

For Freight apply to ARNOLD KARBURG & Co., Agents. Hongkong, 27th May, 1908. 893

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"POOKANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 25th May, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected by us.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 26th May, 1908. 16

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT."

FROM TAIOOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents. Hongkong, 26th May, 1908. 8

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"SURUGA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be submitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd June, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents. Hongkong, 26th May, 1908. 891

WANTED.

A Situation by a Competent European BOOK-KEEPER and General Office ASSISTANT.

No Objection to Out Ports.

Address "B."

Care of "Daily Press" Office. Hongkong, 21st May, 1908. 873

THEATRE ROYAL.

GRAND FAREWELL PERFORMANCE

TWO NIGHTS ONLY

2ND AND 3RD JUNE, 1908.

MAURICE E. BANDMANN

Presents

HENRY DALLAS

AND

THE BANDMANN

OPERA CO.

On their return to Calcutta.

TUESDAY, 2nd June.

THE MERRY WIDOW

(Die Lustige Witwe).

Prices \$3, \$2 and \$1.

Booking at Messrs. S. MOUTRIE & Co., Ltd. Hongkong, 21st May, 1908. 878

## NOTICES OF FIRMS

## NOTICE.

OUR Old Pilot and Runner KWOK LIN (郭連) who joined Our Service in 1883, CEASED to be Employed by us on the 18th May, 1908.

His SHARES in the Company (WING KEE & Co.), valued at \$500.00 (Five hundred dollars), have been TAKEN UP by us, and from henceforth he shall have no connection whatever with our Company.

WING KEE & Co., Coal Merchants, Stevedores, &c., Nos. 47, 49, Connaught Road Central, Hongkong, 26th May, 1908. 890

## NOTICE.

K WONG WOO, Jeweller, Etc., of 68, Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must inevitably bear the Signature of his Sole Representative Mr. CHEUNG KING SON.

Hongkong, 9th April, 1908. 821

## PUBLIC COMPANIES

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the Offices of the Company in Alexandra Buildings, on SATURDAY, the 30th instant, at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1907.

THE REGISTER OF SHARES will be CLOSED from MONDAY, the 25th inst., to MONDAY, 1st June, both days inclusive, during which period no transfer of Shares will be Registered.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 20th May, 1908. 871

## WATKINS' LIMITED.

## NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Company's Office, Watkins' Building, No. 31, Queen's Road Central, on SATURDAY, the 30th May, 1908, at 2 P.M. for the purpose of receiving the Report of the General Managers with a Statement of Accounts to 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 30th May, both days inclusive.

C. A. WATKINS, CHAN A. FOK, General Managers. Hongkong, 14th May, 1908. 843

## INTIMATIONS

## NOW

## ONE WEEK ONLY.

## RUINOUS PRICES

## HOOSAIN-ALI &amp; Co.,

25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 26th May, 1908. 651

## DAVID COBSAR &amp; SON'S

NAVY BOILED LONG FLAX RELIANCE CROWN TACKLING

ARNOLD, KARBURG & Co. Sole Agents. 994

## COLD STORAGE.

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic Feet of Cold storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager. Hongkong 1st April, 1908. 43

## SINGON &amp; CO.

IRON STEEL, METAL and HARDWARE. WHOLESALE and RETAIL. Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. 660

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 477

## SIEN TING.

SURGEON DENTIST, No. 10, D'AGUILAR STREET

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. 575

## ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中甲子

From 1st JANUARY, 1864 to 31st DECEMBER, 1913, being from the 1st YEAR of the 72nd CYCLE to the 30th YEAR of the 76th CYCLE THAT IS THE 33rd YEAR of TUNG CHI TO THE 33th YEAR of KWONG SUI.

PRICE \$2 CASH

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On FRIDAY, the 29th May 1908, at 5 P.M., the Yacht "MARY AND JOAN"

Belonging to the Estate of the late Mr. A. H. BENNETT, as above, lies off Ah. King's Yard, Wanchai, together with all Sails, Tackle and Appurtenances on board.

Terms—As usual.

For further particulars apply to HUGHES & HOUGH, Auctioneers. Hongkong, 21st May, 1908. 877

## IMPORTANT AUCTION

OF THE STEAMSHIP "OHIO"

MESSES. WHYMARK & THOMPSON have been favoured with instructions to sell by Public Auction, At the KOREA SALLES ROOMS, No. 72, Kyo-Machi, Kobe, on THURSDAY, June 11th, at 11.45 A.M. The Handy Passenger and Cargo Steamer—

"OHIO" (formerly "Ohio 17")

As she lies moored at Hio together with all her Appurtenances, Anchors, Chains, Gear, &c., &c.

Built of Iron in 1886; Gross Tonnage 1019; Net Register, 554 Tons; Cubic Cargo Capacity, 1000 Tons; Dead Weight, 900 Tons; Bunkers, 200 Tons; Length, 224' 8"; Breadth, 32'; Depth of Hold 14' 6"; Draft fully laden 14' 6"; In Ballast, 9'; No. of Holds, 2; Hatches, 2; 20' by 10' and 14' by 10'; Passengers, 27; First Class, 18; Second Class, 450; Steerage; Bulkheads, 4; Water Ballast, 85 Tons; Wooden Decks; Triple Expansion Engines amidships; 133 Nominal Horse Power; Cylinders, 19' 3" and 50"; Stroke, 36"; Single Ended Boilers renewed in 1899; Working Pressure, 150 lbs.; Speed, 10 Knots; Coal Consumption, 15 Tons; Donkey Engine and Boiler and 2 Steam Winches; Ample Saloon Equipment for Passengers, &c., &c.

For any other Particulars, apply to THE AUCTIONEERS, 72, Kyo-Machi, Kobe, Japan. Hongkong, May 8th, 1908. 872

## PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PURCHARD LOWTHER & Co. to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On an early date in JUNE at H.M.'s Naval Yard Extension.

A LARGE QUANTITY OF SUPPLIES, STORES, MATERIAL, PLANT, ROD IRON, &c.

Catalogues and further particulars will be issued.

On View from This Date.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 20th May, 1908. 873

## FOR SALE

## FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central. Hongkong, 16th May, 1908. 853

## FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$35

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD and BIRTHDAY ALBUMS, and all other Philatelic Goods.

GRACA & CO., Hongkong Hotel Corridor. Hongkong, 9th May, 1908. 645

## THE DIRECTORY AND CHRONICLE

## FOR 1908

## IS

## NOW ON SALE.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 883

## STORAGE.

## FOR COAL, TIMBER, &amp;c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 33 on PRAYA EAST. Approximate AREA 43,000 SQUARE FEET. 99 YEARS' LEASE. For Particulars, apply to GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1908. 84

## TO LET

## TO LET.

NO. 2 CHANCERY LANE, Six-Roomed House, Electric Lights, Put in thorough repair. With immediate possession.

Apply to PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central. Hongkong, 13th May, 1908. 854

## TO LET.

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OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. A HOUSE in BIPON TERRACE, No. 10, DES VUEX ROAD CENTRAL, 1st floor.

"HATHERLEIGH" Conduit Road. OFFICE in YORK BUILDING. GODOWNS in PRAYA EAST, Blow Buildings and No. 16th, Des Vieux Road, next to the HONGKONG HOTEL. FLATS in MORISON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 11th May, 1908. 86

## TO LET

## TO LET.

OFFICES in HOTEL MANSIONS.

Apply to HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 1st May, 1908. 785

## TO LET.

FINEST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to TAM TSE KONG, Chief of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West Hongkong, 1st October, 1907. 84

## TO LET.

"GLENWOOD" CAIRN ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDDELL STREET Shop.

No. 2, DES VUEX VILLAS (FRANK), No. 57, PRAYA GRANDE, Macao.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 5th May, 1908. 89

## TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to YEE SANG FAT & CO. Same address. Hongkong, 25th January, 1907. 270

## TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODOUS SHOP in Des Vieux Road Central, Hongkong. Immediate possession. Moderate rental.

Apply to HUMPHEYS ESTATE & FINANCE CO., LTD. Hongkong, 2nd April, 1908. 646

## TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

No. 3, CANTON VILLAS.

Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st May, 1908. 85

## TO LET.

FIRST FLOOR of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business. Premises or Dwellings, now occupied by FRED. BORNEHMAN.

Apply to DAVID SASSOON & Co. Ltd. Hongkong, 7th April, 1908. 86

## TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 49, Yarmat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to HUMPHEYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908. 821

## TO LET.

12, ARBUTHNOT ROAD—3 Rooms.

Apply to E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 25th April, 1908. 782

## TO LET.

IMMEDIATE POSSESSION.

GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY.

Apply to CHATER & MODY. Hongkong, 24th March, 1908. 602

## TO LET.

NO. 37, 31 and 33, SEYMOUR ROAD.

No. 31, CAINE ROAD.

Apply to SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 22nd April, 1908. 80

## TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 9th May, 1908. 823

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to SECRETARY, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907. 91

## TO LET.

NO. 2, MACDONNELL ROAD.

Apply to COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. 88

## BANKS

## HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 8% Per Cent. per annum.

Depositors may transfer at their option balances \$100



## NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.  
FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"CHINA"  
having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriters before Noon on the 30th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, VIELER & Co., Agents.

Hongkong, 23rd May, 1908.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 7th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 12 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd May, 1908.

S.S. "TONKIN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Havre or S.S. "Charente," from Bordeaux or S.S. "Ville de Bordeaux" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters. Goods remaining unclaimed after MONDAY, the 1st June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st June, at 8 P.M.

No Fire Insurance has been effected.

P. MALIN, Acting Agent.

Hongkong, 25th May, 1908.

KEATING'S POWDER

BUGS FLEAS  
MOTHS BEETLES

TINS &amp; BOTTLES ONLY.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.CODE WORD, "DOCK."  
A.L. A.B.O., and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	984 "
Width of Entrance on Bottom...	884 "
Water on Blocks at Spring Tide...	34 "

DOCK No. 1.	
Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	82 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide...	64 "

DOCK No. 2.	
Extreme Length...	571 feet.
Length on Blocks...	561 "
Width of Entrance on Top...	86 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide...	22 "

PATENT SLIP.  
Suitable for vessels up to 1000 TONS.

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamers "OURA-MARU" 4100 tons, 700 H.P. specially built for SALVAGE PURPOSE equipped with necessary gear, always ready Short Notice.

## INSURANCES

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ &amp; Co.,

Hongkong, 13th August 1908.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN &amp; CO.,

Agents.

Hongkong, 21st April, 1907.

NORTH BRITISH AND MEROAN TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1906 £17,887,119.

I. AUTHORIZED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... £2,500,000

PAID-UP CAPITAL... £87,500 0

II. FUND FUNDS... £3,836,720 19 8

The Underwritten, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES &amp; CO.,

Agents.

Hongkong, 27th April, 1907.

SANG MOW. BATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &amp; LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

39A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908.

THORNE'S OLD VAT

PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA &amp; MANILLA.

A. S. WATSON &amp; CO. LTD.

As Suppliers to the House of Commons.

APIOLINE (CHAPOTEAUT)

LADIES' REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

A successful and highly popular remedy, used in the Continental Hospitals by Klotz, Rostan, Robert, Volp and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto known.

THERAPION No. 1 is a remarkable short time-acting remedy, removes all discharges from the urinary organs, effectively cures gonorrhoea, and all diseases for which it has been long used, and which have been treated by laying the foundation of stricture and other serious diseases. In dysentery, piles, and all the more trying complaints of this kind, it will find astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 2 is for the blood, purifies the blood, removes all impurities, and all diseases for which it has been long used, and which have been treated by laying the foundation of stricture and other serious diseases. In dysentery, piles, and all the more trying complaints of this kind, it will find astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 3 is for the blood, purifies the blood, removes all impurities, and all diseases for which it has been long used, and which have been treated by laying the foundation of stricture and other serious diseases. In dysentery, piles, and all the more trying complaints of this kind, it will find astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 4 is for the blood, purifies the blood, removes all impurities, and all diseases for which it has been long used, and which have been treated by laying the foundation of stricture and other serious diseases. In dysentery, piles, and all the more trying complaints of this kind, it will find astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 5 is for the blood, purifies the blood, removes all impurities, and all diseases for which it has been long used, and which have been treated by laying the foundation of stricture and other serious diseases. In dysentery, piles, and all the more trying complaints of this kind, it will find astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 6 is for the blood, purifies the blood, removes all impurities, and all diseases for which it has been long used, and which have been treated by laying the foundation of stricture and other serious diseases. In dysentery, piles, and all the more trying complaints of this kind, it will find astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 7 is for the blood, purifies the blood, removes all impurities, and all diseases for which it has been long used, and which have been treated by laying the foundation of stricture and other serious diseases. In dysentery, piles, and all the more trying complaints of this kind, it will find astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

## WESTERN EDUCATION AND EASTERN MORALS.

On Good Friday, the day which all the Churches of the West devote to the commemoration of the great cardinal fact of their common faith, it seems not inappropriate to consider a problem that is beginning to press with growing insistence upon the civilization which that faith profoundly leaves. What is the action of the civilization of the West upon the religions and the morals of the peoples of the East? What developments does that action suggest? What is the problem of the future? In the East the problem is imminent; for East and West are now brought into closer touch in the domain of belief and of ethics than at any period since the speculations of Averroes penetrated the Courts and the schools of Europe from Palermo to Oxford. The nations of Europe with dominions in Asia, ourselves at their head, have undertaken to introduce European learning amongst their Asiatic fellow-subjects. One great Asiatic State, by a feat without compare in the history of mankind, has appropriated the whole body of Western knowledge of the material universe, and in its public relations it has also taken over from us the more essential of our views of right and wrong. Reformers in other Oriental lands seek more or less earnestly to imitate the example of Japan, and all of them regard the acquisition of European learning as the indispensable means to the achievement of their ambitions. But, while we impart our learning to Oriental, we cannot impart to them, and they will not accept from us, our civilization as a whole. We have to form it in the product of many factors, two of which stand prominent in our traditional Christianity and our growing knowledge of those laws which regulate the physical universe. It is the compound in varying proportions of the two which mainly determines the moral character and the habits of thought that give our civilization its distinctive stamp. We inoculate the mind of the East with the one element; it is not receptive of the other. We have to form it in the product of many factors, two of which stand prominent in our traditional Christianity and our growing knowledge of those laws which regulate the physical universe. It is the compound in varying proportions of the two which mainly determines the moral character and the habits of thought that give our civilization its distinctive stamp.

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## BOMB THROWERS' TRIAL.

Completion of the trial in the Rull trial of the bomb throwers, who were accused of having thrown the bomb in the Boqueria street, Barcelona, was attended by a large number of people. The trial was held in the presence of the public, and the bomb throwers were found guilty. The trial was a significant event in the history of the city, and it was a testament to the justice system.

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PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	About 28th May	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 30th May	See Special of C.A.L.
LONDON and ANTWERP	SUMATRA	About 3rd June	Freight and Passage.
ANG, COLOMBO, PORT SAID and MARSEILLES	Sumatra	About 3rd June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA	About 5th June	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 27th May, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAGNEN, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 28th May, 4 P.M.
NINGPO and SHANGHAI	"NINGPO"	On 29th May, 4 P.M.
SHANGHAI	"KIUKANG"	On 30th May, 4 P.M.
HONGKONG and HAIPHONG	"HUPEH"	On 2nd June, 4 P.M.
MANILA	"TEAN"	On 2nd June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
Hongkong, 27th May, 1908.BUTTERFIELD & SWIRE,  
AGENTS.NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTH AMPTON, ANTWERP & BREMEN	"BUELOW"	Wed. day, 3rd June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"	About Wed. day 3rd June.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th June, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHRS & CO.  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd May, 1908.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Friday, 29th May, 11th Night.
SHANGHAI	"HANGSANG"	Friday, 29th May, Noon.
MANILA	"YUENSANG"	Friday, 29th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 30th May, Noon.
MANILA	"LOONGSANG"	Friday, 5th June, 4 P.M.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.

The steamers "KUTSANG" and "HANGSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stage of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Port, Cebu, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to: JARDINE, MATHESON & Co., LTD.,  
HONGKONG, 27th May, 1908.HAMBURG-AMERIKA LINIE,  
HAMBURG.EAST ASIATIC FREIGHT SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 8th June	FOR MARSSEILLES, ANTWERP, BREMEN & HAMBURG: S.S. SITHONIA ... 1st June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ASTORIA ... 8th June	FOR HAVRE & HAMBURG: S.S. SCANDIA ... 15th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. S. XOMIA ... 14th June	FOR MARSSEILLES ROTTERDAM & HAMBURG: S.S. BRISGAVIA ... 23rd June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... 26th June	FOR HAVRE & HAMBURG: S.S. DORTMUND ... 12th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 8th July	
S.S. ITHAKA ... FOR CHINKIANG	
S.S. KOWLOON ... FOR TSINGTAU, NAGASAKI & VLADIVOSTOK	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 27th May, 1908.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"SHOSHU MARU" Capt. M. NEMOTO	FRIDAY, 29th May, at 10 A.M.
TAMSUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 31st May, at 9 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidsips. Unvalued Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 27th May, 1908.

T. ASIMA, Manager.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days  
Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.  
12 DAYS YOKOHAMA to VANCOUVER.  
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF CHINA" 6,000 Tons	THURSDAY, 4th June	22nd June
"EMPERESS OF INDIA" 6,000	THURSDAY, 18th June	4th July
"LENNOX" 3,700	THURSDAY, 18th June	17th July
"EMPERESS OF JAPAN" 6,000	THURSDAY, 4th July	25th July
"MONTEAGLE" 6,138	SATURDAY, 11th July	4th Aug.
"EMPERESS OF CHINA" 6,000	SATURDAY, 25th July	18th Aug.
"GLENFARG" 3,700	SATURDAY, 8th Aug.	6th Sept.

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

\* "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, thus providing a comfortable and speedy through route to Europe.

14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class Intermediate on Steamers \$40, " " 2nd Class Intermediate on Steamers \$20, " " 3rd Class Intermediate on Steamers \$10, " " 4th Class Intermediate on Steamers \$5.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates.

affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Ministers, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

Routes, Handbooks Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 30th May, Noon.
RUBI	2540	R. W. Almond	Manila	On 6th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 25th May, 1908.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY  
FOR NEW YORK VIA PORTS AND  
SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. LOWTHER CASTLE ... On 27th May, 5 P.M.

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 22nd May, 1908.

CHARGEURS REUNIS,  
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD-LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Okinawa, Peking (Tientsin), Kobe, Yokohama, G. to Hongkong in 30 DAYS.

GOING to Hongkong in 29 DAYS.

NAPLES to Hongkong in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland.

Passengers to Overland and Europe via Vancouver.

YOKOHAMA to VANCOUVER 13 DAYS.

YOKOHAMA to LONDON and PARIS 25 DAYS.

HOMeward via Marseilles:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIRAL MAGON ... 4th June	MAITHE ... 12th Oct.
AMIRAL EXELMANS ... 25th July	MEYLAN ... 28th Nov.
OUSSANT ... 27th Aug.	OUSSANT ... 11th Jan. 09.

† No Passengers. † Intermediate Class and Rates of Passage.

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 9th May, 1908.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	Second half of May	SHANGHAI	Second half of May
TJIPANAS	AMOY	Second half of May	JAVA	Second half of May
TJIBODAS	JAVA	First half of June	JAPAN	First half of June
TJIKINI	JAPAN	First half of June	JAVA	First half of June
TJIMAHI	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG	JAVA	Second half of June	JAPAN	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor,  
Hongkong, 20th May, 1908.

Telephone No. 375.

THOS. COOK & SON,  
ESTABLISHED 1841.TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.  
TICKETS ISSUED TO ALL PARTS OF THE WORLD.BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.  
FOREIGN MONIES EXCHANGED.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far-East:—  
16, DES VIGUEUX ROAD,  
HONGKONG.Japan Office:—  
14, WATER STREET  
YOKOHAMA.

## BOVRIL

When you ask for

do not take a cheap imitation. BOVRIL  
is all beef and is a standardised strength-  
giving food.

Always have BOVRIL handy.

By Royal Warrant to His Majesty the King.

## SHIPPING IN PORT.

STEAMERS.	STEAMERS.
AMIRAL DE BROUILLON, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	PITSANULOK, German str., 1,200, T. Hayanga, 25th May—Bangkok May 17th, via Swatow 24th, Rice and Timber—Butterfield & Swire.
BANDAI MARU, Japanese str., 3,247, Y. Miyazaki, 22nd May—Moji 16th May, Coal—Mitsui Bishi Goshi-Kwaisha.	RAJAH, German str., 2,018, R. Peterson, 21st May—Bangkok 14th May, Rice—Butterfield & Swire.
BOBINO, German str., 1,344, F. Sembill, 17th May—Saigon 15th May, Rice—Chinese.	REINAR, Now. str., 2,270, C. Stangely, 14th May—Moji 8th May, General—Asgard.
CHONGSHING, British str., 1,256, Liddell, 21st May—Tientsin via Chefoo 16th May, General—Jardine, Matheson & Co.	THORESEN & Co.
DERWENT, British str., 1,563, J. Jenkins, 19th May—Saigon 15th May, Rice—Chinese.	ROMFORD, British str., 1,930, Scott, 13rd May—Hong Kong 21st May, Coal—Dodwell & Co.
EASTERN, British str., 2,272, W. G. McArthur, 24th May—Kobe 18th May, General—Gibb, Livingston & Co.	SABING RICKMERS, Dutch str., 340, Fries, 16th May—Fochoo 13th May, Ballast—Asiatic Petroleum Co.
EMPEROR OF CHINA, British str., 3,048, R. Archibald, 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—C. P. R. Co.	SIMONSON, Dutch str., 1,202, H. Vos, 21st May—Saigon via Pulo Laut 11th May, Sugar—Chinese.
FEICHIENG, Chinese str., 930, H. G. Paramore, 22nd May—Shanghai 19th May, General—Chinese.	SERAMSTAD, Norwegian str., 860, T. M. O. Agerup, 21st May—Chefoo 15th May, General—Wallen & Co.
FOOKSANG, British str., 1,937, T. A. Mitchell, 25th May—Calcutta and Singapore 18th May, General—Jardine, Matheson & Co.	SPRINGBURN, British str., 3,172, J. J. Cross, 24th May—Batavia 15th May, General—Oil—Standard Oil Co.
GERMANIA, German str., 765, H. Flugel, 18th May—S.dney via Ports 6th April, Copra—Simmons & Co.	TAIWAN, British str., 1,041, J. A. Martin, 14th May—Saigon 10th May, Rice & General—Chinese.
HAIPHONG, French str., 500, Pomfret, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	TATIAN, British str., 1,453, L. Dawson, 12th May—Australia 15th April, General—Butterfield & Swire.
HEIM, Norwegian str., 758, A. Eriksen, 25th May—Bangkok 17th May, Rice—Chinese.	TENYO MARU, Japanese str., 7,205, Philip H. Goring, 21st May—Yokohama 16th May, General—Toyo Kisen Kaisha.
HENRIK LSEN, Norwegian str., 2,960, J. S. Peinertsen, 24th May—Moji 18th May, Coal—Mitsui Bishi Goshi-Kwaisha.	TJILATJAP, British str., 2,475, van Bramerick, 23rd May—Manila 15th May, General—Java China-Japan Lijn.
HITACHI MARU, Japanese str., 4,163, F. E. Cope, 25th May—Yokohama May 13th, and Shanghai 22nd, Beer, Wire and Curios—Nippon Yusen Kaisha.	YUENSANG, British str., 1,125, P. H. Rolfe, 25th May—Manila 22nd May, General—Jardine, Matheson & Co.
HONGKONG MARU, Japanese str., 2,447, E. Bent, 25th May—San Francisco 25th April—Chinkiang 16th May, General—Hamburg-Amerika Linie.	ZAFIRO, British str., 1,619, R. Rodgers, 25th May—Manila 23rd May, Sugar and Cigars—Shewan, Tomes & Co.
HOPKINS, British str., 1,353, Jas. M. Hay, 17th May—Wakamatsu 12th May, Coal—Mitsui Bussan Kaisha.	
ITAKA, German str., 1,453, Vogeler, 21st May—Chinkiang 16th May, General—Hamburg-Amerika Linie.	
KRIVSBERG, German str., 646, D. Haak, 23rd May—Macao 23rd May, General—Jensen & Co.	
KOBSCHANG, German str., 1,232, C. Rositsky, 24th May—Bangkok May 11th, and Kobe 19th, Rice and Wood—Butterfield & Swire.	
KUTSANG, British str., 3,110, Bradley, 22nd May—Moji 15th May, General—Jardine, Matheson & Co.	
KYOTO MARU, Japanese str., 2,644, N. Wakatake, 21st May—Moji 15th May, Coal—Mitsui Bussan Kaisha.	
LOWTHER CASTLE British str., 2,717, W. Lyttelton R.N.R., 21st May—Kobe via Moji 16th May, General—Shewan, Tomes & Co.	
NEMITS, Dutch str., 1,436, Wester, 13th May—from Bangkok—Arnhold, Kaiberg & Co.	
NINGPO, British str., 1,218, E. Richard, 20th May—Waha and Shanghai 16th May, Rice and General—Butterfield & Swire.	
OCNANO, British str., 1,732, M. L. Brun, 20th May—Hoogay 17th May, Coal—Dodwell & Co.	
PRINCEPENN, British str., 1,065, J. H. Scott, 25th May—Saigon 20th May, Fish and Meat—Chinese.	

ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE  
AT HONGKONGDEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the  
English Mails from the Year of the Closing  
of the Indian Mints to the Free Coinage of  
Silver

FROM 1893 TO 1905;

RATES FOR SOVEREIGNS, GOLD  
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and other Useful Information.  
PRICE: 81 CASH.On Sale at the "DAILY PRESS" Office, or  
Local Booksellers

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HAS BEEN AWARDED

The Royal Prussian  
State Medal, 1902AND THE  
Gold Exhibition-Medal,  
Dusseldorf, 1902

GRAND PRIX, St. Louis, 1904

Annual Sale 30,000,000 Bottles



